



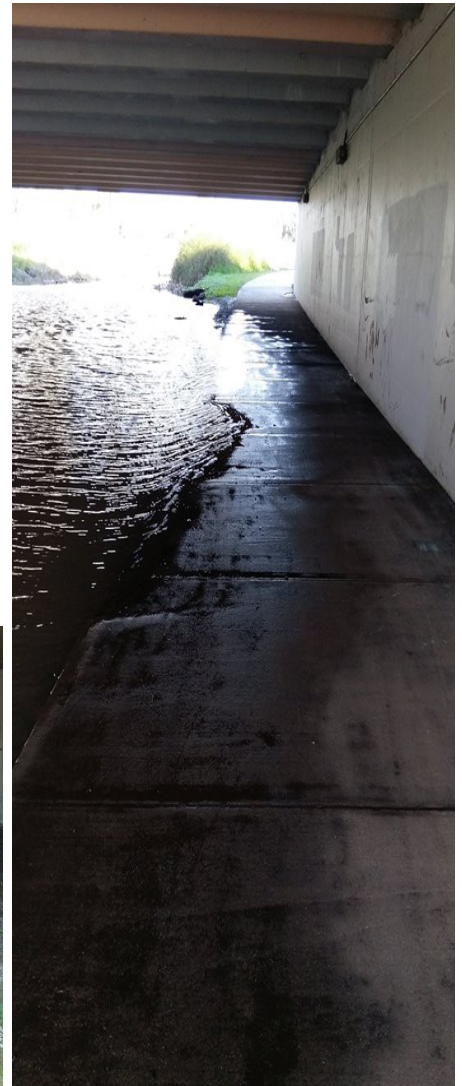
Banyule BUG Newsletter

October
2016

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All Banyule BUG riders will know that the past few months have been very difficult riding times. Often cold and wet weather has been the order of the day. I love my cycling, but I must admit there have been ride mornings when I looked out on a cold wet, grey day and felt like rolling over and going back to sleep. However, like most of you I persevered with the ride schedule and once under-way, enjoyed the rides. Here are two images of the Darebin Creek as it passes under the Ringroad. There were a few occasions when this pathway was underwater. The flooding of this shared path happens frequently and perhaps needs to be attended to by council.



*Thanks to Gareme Williams from Whittlesea BUG for the two images of Darebin Creek.

As you all know, our BUG President for the past 5 years, Leigh Jukes, stood down at the AGM. It is only fitting that we pass on to Leigh our great thanks for his leadership over this time. Leigh works incredibly hard for our club, not only as President, but in the organisation of rides and in a host of other activities ensuring the smooth running and advocacy of cycling in our area. On behalf of all members Leigh – We salute you.

A (slightly whimsical) opinion piece by Allan Garbutt

"A rose by any other name would smell as sweet". So proclaims Juliet in "Romeo and Juliet" (Shakespeare) In this, Juliet was arguing no matter what name Romeo took, he would still be a Montague. But what if he was wrong and a change of name would make a difference? Well that would be the end of the show for one thing.

I wonder if a "cyclist" by any other name would still be (smell like) a cyclist? By that I mean to the mind of many people the very name, cyclists, immediately invokes a whole range of feeling/opinions/images/behaviours.

Here are just two opinions written on an NRMA blog about their opinions of cycling/cyclists (These were

typical comments.)

<http://www.mynrma.com.au/blog/2010/09/10/why-do-sydney-drivers-have-such-a-bad-attitude-towards-cyclists/>

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Mervyn (surname removed) on [September 14, 2010 at 11:25 am](#) said:

*The vast majority of cyclists do not obey road rules, ride 2 and 3 abreast, are very intolerant towards motor vehicles, they also are very aggressive to other road users, ride on sidewalks, and do not give a damn for pedestrians, I am elderly and have been struck twice by cyclists who, just ride on after tongue lashing me.
DAMN YOU CYCLISTS*

[Jenny \(surname removed\) on \[September 10, 2010 at 2:19 pm\]\(#\) said:](#)

*Cyclists in general are fine but if there is no dedicated cycle lane then motorists have to sit behind them travelling at cycle speed until it's safe to pass. During peak hour traffic cyclists actually contribute to the congestion simply because they do not have a cycle lane. If the state government was actually serious about reducing traffic congestion they would give cyclists a dedicated lane. Sitting behind a cyclist is frustrating especially when going up hills. Cyclists should also obey the road rules by signalling and stopping at traffic lights and using cycle lanes where provided.
Is it safe to ride on Sydney streets? No*

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Perhaps a first step in improving the image of cyclists might just be a name change. (This is not to argue it is the only change needed) So, maybe we cyclists could become known as "controllers of Human Powered Vehicles" – HPV's – for short. This name would give us the same name status as any other vehicle, but would indicate that it is powered by a human. This name-change might go some way in breaking the nexus between cyclists and established views.

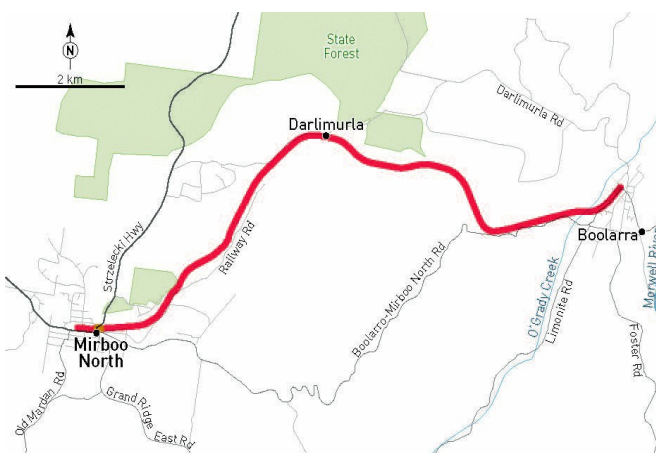
This, however, is not the only change needed. Each time a motorists sees a cyclist running a red light, not using a lane where one is provided and being discourteous to other vehicles, is just one more nail in the cyclists coffin. (sorry – bad metaphor). Conversely, when a motorists shows courtesy towards a cyclists, we should acknowledge this action by a friendly wave or a spoken thank you. Small actions performed frequently can bring about change.

It saddens me greatly when I read of opinions such as the two cited. We are all vehicles on the road and we all have a shared responsibility for the care of each other.

I guess what I am arguing for is that we riders of HPV's become agents for our own positive change.

Allan Garbutt

From Manningham B.U.G Newsletter –



August 2016

Grand Ridge ride – Sat 6 Aug 16

(Re-printed with permission of the author)

Faye, Katherine, Bernie, Neville and Terry gathered at the traditional start point in Mirboo North for the ride along the Grand Ridge trail to Boolarra. The leader was surprised to find that he was the only one of the group who had previously ridden this trail, and further surprised to be advised that the official start point of the trail is now at the

old railway station site, several hundred metres back. Future rides will start from the correct location.

We found that the trail surface, although sand and gravel, was in excellent condition, and has obviously been thoughtfully maintained. The track's elevation drops 150 metres between Mirboo North and Boolarra, so we had the benefit of a mostly downhill run for the first leg, knowing that it would be uphill on return.

We paused to read the information board at Darlimurla station, the half-way point, then proceeded along through several gated crossings and over two impressive bridges, to reach Boolarra in very quick time. The coffee shop/ takeaway food shop/news agency, welcomed us with good service and enjoyable refreshments.

After the break, we looked around the town, noting the efforts to make it a more attractive destination for visitors, including the re-birth of bluestone old hotel as a wine bar and café (note for future visits), and the tidy park/playground area, and were greatly impressed by the magnificent Sequoia tree in front of the shared Anglican/Uniting church building.

As promised, the return journey was uphill, but within our capabilities, so we made good time again. The beautiful and changing bush scenery made this 26 km ride most enjoyable.

Back at Mirboo North, we partook of refreshments at the Strzelecki bakery, before strolling along the main street to admire the historical buildings and murals, and a portrayal of the famous incident from the 2009 bushfires when a fireman from Mirboo North gave a drink to a thirsty koala.

All agreed that this very enjoyable ride is well worth repeating. Thanks to all for their company.
Terry

From the web

Brimbank City Council will continue its work towards improving the City's cycling and walking network following the adoption of the Brimbank Cycling and Walking Strategy Update 2016.

<http://www.buzz.brimbank.vic.gov.au/a-fresh-new-look-at-cycling-and-walking-in-brimbank/>

Interesting piece of research from the 'Imperial College – London' about the weight of cyclists compared to the weight of motorists. Yet another reason to ride a bike.

http://www3.imperial.ac.uk/newsandeventspggrp/imperialcollege/newssummary/news_10-8-2016-16-56-48

Eltham to Diamond Creek Trail

Some of you who cycle this trail will have noticed improvements taking place in respect of surface improvement and bridge building. I wonder if this is all part of the grand plan of completing the trail to Hurstbridge? One can only hope. Here are a few pictures of the work.



New Chandler Highway Bridge

Informative Vicroads animation of the proposed plans for the new Chandler Highway bridge, Heidelberg Rd

intersection, Yarra Boulevard intersection and various bike path improvements. Big changes happening here. From our overseas correspondent, Peter (?) reporting from Madrid on the “electric offerings” available in down town Madrid. Beats our 'blue bikes'.



Les with his Kalkoff



Close up of motor arrangement

For readers wanting a full technical review of the Kalkoff range, and it is extensive, follow this link.

[Kalkhoff Sahel Compact i8 Review](#)

[Promotional video of Kalkoff Bike](#)

My Life with an e-bike.

My purchase of the Kalkoff e-bike was made after considerable thought and research.

Over the last years my stamina has been reducing somewhat, (age and decrepitude), and the rides were becoming a little less enjoyable. I still like the company and social aspect of the club so had no wish to pull the plug. As well, I could envision extended usefulness for cycling around my general area.

After considerable netsurfing and riding several configurations I could see that for me, a centre drive system made more sense than front or back hub motors. As an ageing motorcyclist, having the mass of motor and battery central in the frame appeared to me a ‘better’ solution. The centre drive operates through the transmission and thus the motor and battery have less strain on them, although some added wear could be expected on the transmission, this I accept.

I came across the Kalkoff brand on Youtube and was immediately impressed by the Sahel compact 8. This bike appeared to have everything, centre drive, hub gears,(8), hydraulic (rim, new one on me) brakes, even a dynamo lighting system.

And small wheels !!

What was there not to love??

The range of an e-bike is always of interest and the Sahel, with the 17ah battery, (big fuel tank), was quoted at 205km under ‘ideal conditions’, whatever that meant. Subsequently I have ridden Greensborough / Altona / Greensborough, (102km), being easy on the battery, with 40-60% left, and when I tried to flatten it, it took 95.5km around all the gnarly Greensborough hills I could find, (and a ride to Williamstown).

Price, ‘You gets what you pay for’. I am sure there are cheaper machines that would do the job but I felt an upmarket product was within my budget, and I was very keen to have local technical back up. I discovered Dolomiti in Ivanhoe handles the brand and provides reliable technical support. After a test ride I decided to bite the bullet and the deal was done. Not cheap at \$3600 (I got a deal), but I’m happy that I have a quality machine.

Living with the Sahel for some four months. What has it done for me? I now have no hesitation in cycling around the area as hills are no longer a problem. Trips that were once ridden on the roads are now made in a more leisurely manner on bike paths, (albeit using some back roads). Charging through the day is via our rooftop solar panels, so free energy.

In 6th or 7th gear, in medium or full power on flat or low gradients 20 to 25kph is easily maintained. The pedal assistance, by law, is set to give out at 25kph and on my device gives out at approximately 27, at which speed the bike becomes quite heavy to push but still reasonably mobile. I find this no limitation personally, and down hills the added mass is a plus. I can still get a reasonable workout on a ride by varying the pedal assist and, as a bonus, have found the strain on my asthmatic lungs is greatly reduced.

As to longevity,,, time will tell.

Les B.

Do cycling helmets save lives?

“The University of NSW study presented to an injury prevention conference in Finland this week showed helmets reduced fatal head injuries by about 65 per cent.”

<http://www.abc.net.au/news/2016-09-22/cycling-helmets-save-lives-researchers-say/7867904>

Why do I ride a bike?

The next time you find it difficult to get on your bike and go for a cycle. The next time it is cold and looks a little rainy and you ask yourself this question - “Why do I ride a bike?” Read this article.

Interesting piece of art work discovered on a recent bike ride.



“Rainman”

This fine sculptor is in the St Kilda Botanical Gardens (in itself a place well worth a visit). The sculpting by two artists, Ken Arnold & Corey Thomas, is designed to react to its environment. A solar powered water pump delivers rain to the underside of the umbrella. When it is raining or overcast, the underside rain stops and is replaced by rain falling on the umbrella. The 'man' has his hand outstretched to see if it is really raining. It is sort of a contrary view of the environment. The surrounds of been 'waterscaped to collect and channel any falling water.



A Little Town Called Guildford (Maureen Fisher)

Just recently I was able to indulge my festival fetish when someone mentioned that the Banjo Muster held at Guildford every year was on in two weeks. Not being too hopeful as it was short notice I rang and enquired about volunteering, to my surprise they still needed people.

Guildford is situated on the Midland Highway about fifteen minutes from Castlemaine. As Maldon which is not too far away was my home town and I attended school in Castlemaine it was a bit of a nostalgic

trip.

I equated my first impression of Guildford to joining facebook for the first time. Because after I had grabbed a coffee and sat down outside the local store I immediately had three friend requests.

My bike came with me but it was a bit of an extra because Guildford being rather small could just about be covered in a quarter of an hour. I could have ventured further along the road to the next town but I didn't.

Because of the rain the Muster was under threat for a while as The Loddon River was in flood and camping spots were limited. It had subsided to a rushing stream when I arrived however the ground was still very soggy in places.

Guildford's main call to fame apart from its friendliness is its "BIGTREE" This tree is thought to be one of the largest species of a Red River Gum in Victoria. Its

height stands at 30m with a canopy spread 34m, and a trunk circumference of 9.35m. Its estimated age between 500-1000 years. Every thing happens around this tree, the procession that went with the Muster ended with a big photo shoot here. It is heritage protected to the extent of having the power lines moved so they do not endanger it in anyway.

Despite the threat the festival did go on in venues such as the old Music Hall, the Public hall and the pub. The local Fire Brigade did breakfast, lunch and tea at a reasonable price for the hungry. The pub was an interesting meeting place for impromptu music gigs and a lot of conversation. There was the usual joke about ukuleles only instead it was banjos. i.e. Where a guy realised too late he had walked off and left his banjo on the front seat of his car, sure enough when he got back he found the window broken and six more banjos on the seat.

Then a true story I believe, bought on by the fact nearly everyone had a dog up there and the discussion turned to the effect of animals on the well-being of older people when animals were taken into nursing homes. Apparently there was an instance where they took baby farm animals including a baby rabbit into one nursing home. The animals were passed around to be patted by the residents but the rabbit unfortunately went to a guy suffering from alzimers who reverted to his memories of dealing with rabbits on his farm and promptly wrung its neck.

"And that was Guildford"

Brunswick East Shimmy

Notification from the Moreland Council Transport Projects Officer, on the Moreland BUG Google Groups discussion page, about a change to the Brunswick East Shimmy route: Crossing Brunswick Road to/from Truscott Street has never been entirely satisfactory for the hundreds of cyclists and pedestrians who use the Brunswick East Shimmy daily.

Council was very pleased when the new development at 22-26 Barkly Street, the Ettaro Apartments, was proposed with pedestrian operated lights on Brunswick Road included. The lights are in operation, the connecting paths have been rebuilt across the Inner Circle Rail park lands and the café on the walk and cycle way through the middle of the apartments opened on today!

Unfortunately there is no crossing at the Barkly Street end, despite signs directing cyclists on to the new route to the signalised pedestrian crossing. The developers were not required to provide a crossing, so Council will be building it.

Brunswick East Shimmy old route (blue line)

Brunswick East Shimmy new route (green line)



New crossing site (red circle)

The crossing is to be built in bluestone to comply with local heritage conditions. Council has been frustrated for more than 2 months because of difficulties obtaining bluestone from our suppliers. However that changed on Monday. The bluestone arrived, it is dressed on one face, which means it is smooth for cycling on, and we have asked one of our specialist contractors to build the crossing asap and to let us know when they can start.

I apologise for the lengthy delay and will let you know the construction date as soon as I know.

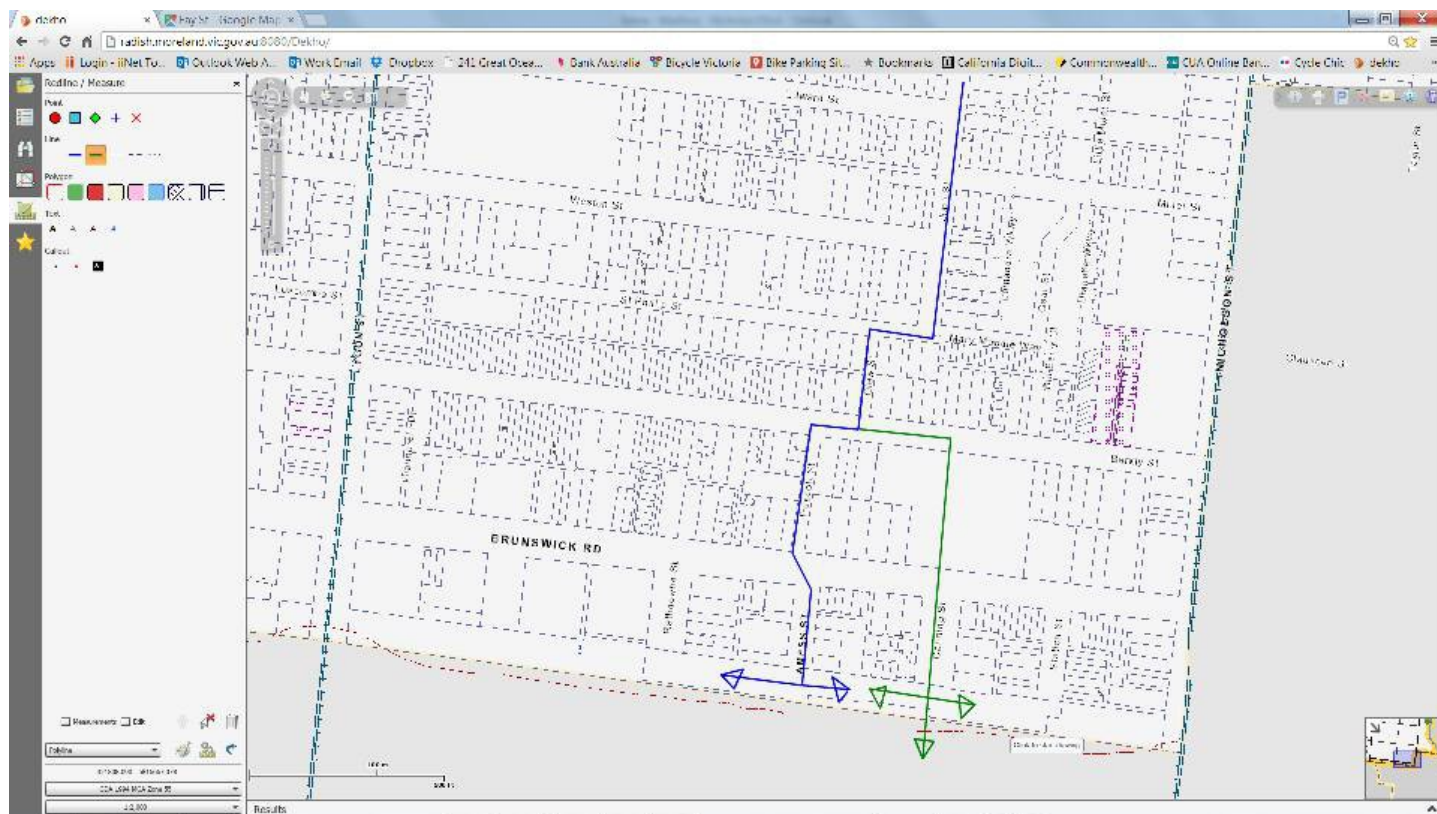
Regards

Nicholas Elliot

Transport Projects Officer

Moreland City Council

90 Bell Street, Coburg, VIC 3058



Coffee Economist's Cappuccino Price Index

Now, this is without doubt the most important link any cyclist could ever bookmark. Next time you have an argument with a barista about the price of the second latte you are about to consume, be armed with the latest national prices.

[link](#)

JAN & ANALISA'S EUROPEAN ADVENTURE OCTOBER 2016

As soon as my daughter suggested we book a bike and boat trip from Amsterdam to Bruges, I jumped at the idea immediately as I had been talking about doing this ride for years. Fortunately my daughter loves researching holidays so I left all the planning to her. I met her in Amsterdam and we spent an interesting morning exploring the alleyways and streets, including the famous red light district and coffee houses.

Our boat "Magnifique" was moored within walking distance of Amsterdam city. Embankment time was 1pm...and so our journey began! With the help of our tour guide, the necessary adjustments were made to each of our bikes. I found the first day on an unfamiliar bike, with traffic flowing in the opposite direction very challenging. The handbrakes were around the opposite way to Australian standard, plus the bike had a footbrake attached to the back wheel.

Each day we cycled an average of fifty kilometers. The riding was easy as the terrain was flat with very little wind. About 90% of the ride was on bike paths, country lanes and back roads through little villages.

In all, we had seven nights on board *Magnifique* in comfortable cabins with en suites. We had seven days of riding that was all fully guided (with the option of riding by yourself). Each night we had a quick briefing after dinner about the next days ride and were given numbered route maps, as all bike paths had a number. There were 32 guests and five staff on board. The other guests were mainly Canadian and American, which made for an interesting mix, and everyone got along famously. The food was delicious, freshly prepared by the chef. Each day we were given a cooked breakfast, supplied with food for a picnic lunch, and served a three-course dinner each night. The bar was open until 11pm each night, of course that cost extra.

We rode through lots of magnificent scenery, passing through quaint villages, thatched houses, fertile farmland, interesting Flemish architecture and naturally we saw lots of windmills and wind farms. We also stopped along the way to visit museums, castles and cafes. Most nights our guide took us out on walking tours showing us the sights of each city.



These are the main places we travelled to, plus many more villages along the way:

Day 1 Amsterdam ~ Vianen

Day 2 Vianen ~ Dordrecht

Day 3 Dordrecht ~ Antwerp

Day 4 Antwerp ~ St Amands

Day 5 Dendermonde ~ Gent

Day 6 Gent ~ Bruges

Day 7 Tour around Bruges and ride to North Sea coast

I can't put into words more about the trip as I'm not a travel writer, except to say I absolutely enjoyed the entire trip, and I'm so glad I've done it.

Our tour was booked through Trip Site: <https://www.tripsite.com/bike-boat/tours/amsterdam-bruges/>

By Jan DiLuca

finally

When next you are swooped by an errant magpie, it could be worse, spare a thought for these guys.



<http://cycling.today/racers-chased-by-giraffe-at-at-south-african-stage-race/>

South African stage race

Alerted to by Kevin on Facebook.